

ARC

A TIME MACHINE

&

AETHERIC PARTICLE ACCELERATORS

INTRODUCTION:

The primary objective of this book is to clarify the AETHERIC PARTICLE ACCELERATOR phenomenon as attends ALL MOCION("motion" = "time" = "dimension"). It would assist all understanding by the reader to study this author's book ATLANTEANS 33 MATH since this is the simple mathematics that attends all natural relationships of proportionality and the gradients of the physical modes of all MASS(= Matter = Space) from its heaviest to lightest conditions within a given standards unit of volume hence also when such volume units are condensed or expanded as causes the MOCION discernable between a relatively fixed point within a non-moving field enveloping that moving portion of such field constituency or another constituency of its makeup.

This MOCION phenomenon attends all magnitudes of spatial reference from the macrocosmic to the microcosmic portions of all MASS and thus attends all compounds and elements found within a life or inert order of such classification, hence NOTHING IS EXEMPT concerning such MOCION phenomenon. The RATE of MOCION is due to A GRAVIDUS("A Gravity") SPECIFICUS("Specific") differential shown between the moving particle and the field it transits in its search for an 'at rest' mode of relative-pressure balancing as a NEUTRALI("neutral") specific-gravity at which "time" the MOCION ceases for such particle within such ESSENSS("essence") wherein all such portions of field and particle are of equal weight in such A STANDARDS "2 part volume" cubic-constant mode of viewing comparison wherein this particle exhibits a state of relative weightlessness within such enveloping field.

ARC = Acronym for AERODYNAMIC REACTIVE CRAFT or AVIONIC REACTIVE CRAFT hence ARC is perhaps a better suited term than UFO, particularly once we have built and flown an ARC.

UFO = Acronym for Unidentified Flying Object since while observers have found them to be either landed(immobile), lifting-off, hovering or accelerating while maneuvering through 90° or greater angle turns, yet we have not been able to identify them or their pilots.

Natural AETHERIC PARTICLE ACCELERATORS permit our ready observation of AGRAVIDUS SPECIFICUS linear value gradient of rate for such visible or invisible particles whether they move downward or upward as either "gravidly" or "levitatingly" as A TIME MACHINE via such ADIATRONS effect of the acting AETHERIC PARTICLE ACCELERATORS 100% ENTITE("entity") which total form and its cause and effect are not always visually perceptible to us.

See November 8, 1976 issue of DESIGN NEWS (page 38 & 39) and see the November 1976 issue of SOARING (page 2) of The Soaring Society of America concerning ARC design and its mobility for which Application for International Patent has been addressed to the Commissioner of Patents, W.D.C. ALL RIGHTS ARE RESERVED by this Author / Inventor who with his wife and business-partner 'Pauly' do business as ARAM CHURCHE in the publishing and marketing of such work(s). Portions of this book are excerpted from Author's books 100% INTELLECT, ATLANTEANS 33 MATH and WORLD'S OLDEST 33 MAP of ATLANTEANS as Internationally Copyrighted during 1979 through 1984 A.D.

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ADIATRONS being preceded by such 'HEAVIER-MASS FALL' as a relative 'HIGH-PRESSURE' balancing which "FORCE-INPUT" or "ENERGY-INPUT" initiated the PRESSURE-BALANCING ADIATRONS effect.

Another hydrodynamic text case shows that a puff of smoke-laden air when forced out of a small circle-hole in the side of a box via having its elastic backside panel pressuringly tapped, shows that upon such exiting an ADIATRONS effect is formed within the air enveloping that box of its origin. Such smoke-laden air portion as the puff departing that box circle-hole acquires its vortical-roll about its ROLLER-AXIS via the effects of that pressure induced by the tap of the elastic-back panel of that box. Such force follows the axial-path of least-resistance as is through the center of the circle-hole in the side of the box while simultaneously the circle-edge of that hole offers maximal resistance to the escaping mass-puff of air into the clear air enveloping it and the box. Both momentary force-value impartations to the escaping-puff unit induces its rolling response as is sustained somewhat by the similar peripheral-resistance of its interfacing with the air outside the box. Each such escaping-puff is pressuringly condensed by the restricting--circle aperture and this condensation relatively increases the specific-gravity of that puff-portion of air and as it passes the circle-hole restraint it enjoys a pressure-release when its specific-gravity resumes its norm via having pressure-balanced with a like specific-gravity gradient of its enveloping-air-field surrounding our still vorticing-roll puff-unit which ADIATRONS now laterally-displaces via its omni-radial roll-force the relatively-weightless air-field 'particles' forward of such ADIATRONS form in thus peripherally-compressing such displaced air-field which soon relatively-releases such passing-wave pressure caused by the ADIATRONS puff-unit transit along its MOBILITY-AXIS.

This smoke-laden example of ADIATRONS when meeting the edge of a panel interposing its plane aligned with the ADIATRONS MOBILITY-AXIS shows that such ring-portions upon having passed the rearward-edge of the panel will rejoin without apparent loss of form or velocity. This smoke-laden ADIATRONS form advances along such MOBILITY-AXIS of its AXIS-of-FORCE for a considerable distance in microcosmic terms before dissipating as its final act of pressure-balancing when it is in relative equilibrium with its enveloping-field as a state of 'at-rest' for these 2 units of mass shown for this experiment.

A sharp small-circular-orifice breath-of-air from your mouth will initiate the ADIATRONS phenomenon as an invisible vortex-ring which will roll through its invisible enveloping air-field for a distance. This ring diameter and thus volume upon a pressure-balancing attainment after its formation will be of a greater magnitude reference than shown for the preceding ADIATRONS effects since this clear-model will have had before initiation a lower specific-gravity gradient than the external air outside the mouth. This therme gradient of vibration gives that low specific-gravity air a relative-pressure due to the expanding("expanding") reaction caused by such therme-gradient internally. Until this differential of specific-gravity between the ADIATRONS unit and its enveloping external air-field are 'balanced' such ADIATRONS will vectoringly levitate at a rate in due arithmetic proportion accorded by that specific-gravity differential then existing between the enveloping-field and the ring-portion of the ADIATRONS unit of such otherwise similar mass.

An appropriate ^PLIGHT-VIBRATION value-gradient of frequency directed toward and thus through such invisible ADIATRONS moving through such invisible AIR will cast upon a suitable backdrop screen an animated shadow. Such shadow will reveal the relative degree of internal-movements of the ADIATRONS 'particles' as well as its peripheral limits of volumetric magnitude and that shadow will also reveal its MOBILITY-AXIS movement rate in relationship to a 'fixed-point' spatial relationship order-linear within the enveloping air through which the ADIATRONS transit. Such optical-visual shadow display will permit our fullest understanding of the ADIATRONS motion phenomenon far beyond what we have previously been able to "sight". These light-rays are thus 're-ordered' optically via the single law attending all portions of this ADIATRONS air-mass and its field-of-transit as envelopes the ADIATRONS. This is a simple enhancement of our normal "SIGHT SENSORY SYSTEM" facility known as eyesight and which otherwise cannot "see" that which is 100% INVISIBLE.

NOTE:

While our present scientific texts essentially offer the preceding logic these research texts extant are not quite so explanative or thorough as the preceding discourse, nor will they allude to the ADIATRONS term to describe this vortex-ring and its effects which offer us the

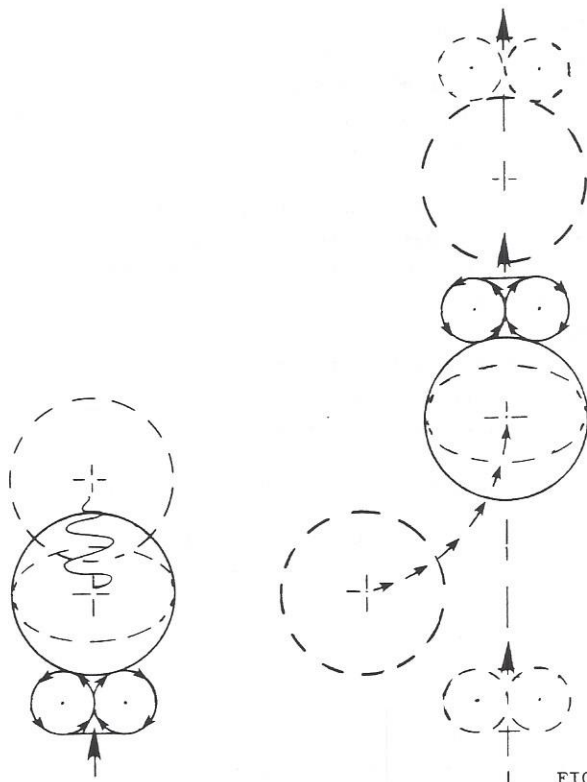


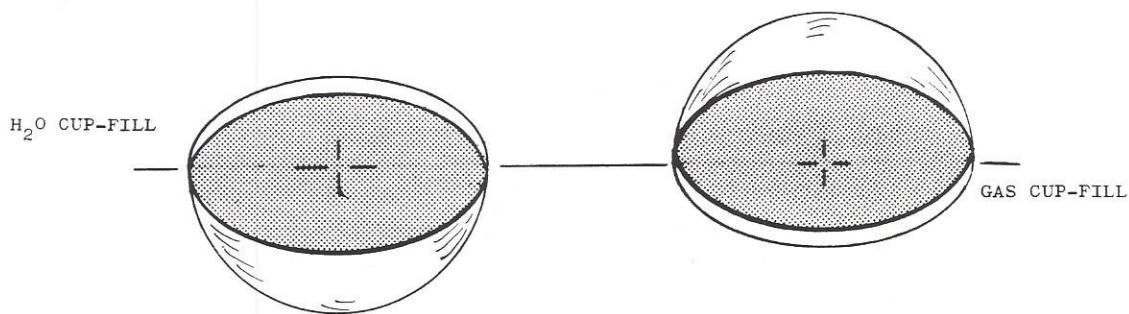
FIG. #1

FIG. #2

FILL A BALLOON WITH HELIUM OR HYDROGEN until it achieves a hover mode of relative-weightlessness within a room's undisturbed air. As shown in the Figure #1 above a SHARP-JETLIKE-BREATH OF AIR ESCAPING FROM A SMALL CIRCULAR APERTURE directed at the base-center of the balloon causes an ADIATRONS effect as PRESSES(+) or PUSHES(+) against the base of the weightless balloon and automatically upward of that balloon nature provides a relative resistivity-force as another HIGH-PRESSURE(+) value which quickly cancels the PUFF-JET FORCE imparted to the object from below.

Now as shown in Figure #2 via the identical 'at-rest' undisturbed air mode as before, BLOW YOUR SHARP-JETLIKE-BREATH of AIR ESCAPING FROM A SMALL CIRCULAR APERTURE close to but apart from the side of the hovering-balloon observing that the pressure-balancing caused by the passing form of ADIATRONS effect and its enveloping atmosphere-field cause the weightless-balloon to move in an ARC in "chasing" via a PULL(-) force forward of the balloon and a PUSH(+) force rearward of the balloon --- the ADIATRONS unit itself to first align the balloon center-of-displacement for such symmetry of form with the MOBILITY-AXIS of the ADIATRONS symmetry of form. Such balloon quickly moves into the line of MOCION accorded the invisible ADIATRONS MOBILITY-AXIS due to the PULL(-) & PUSH(+) differentials of specific-gravity(pressure-gradients) working in such sympathetic alignment of pressure balancing. While this balloon may not quite reach a state of compression permitting it to reach the ADIATRONS center along that MOBILITY-AXIS the balloon does move a considerable distance revealing the efficiency of this mode of its propulsion.

The next following drawing shows a plastic BEACH-BALL held aloft on an ADIATRONS MOBILITY-AXIS of flux which force relatively cancels the dead-weight of that ball-unit of mass. Note that the ball cannot fall off such ADIATRONS vertical axis because the moment the ball is made to shift laterally the upflowing force no longer omni-radially balances concerning its interface with the ball hence this imbalance to one-side "dumps" the ball back onto the ADIATRONS MOBILITY-AXIS where the forces are in the horizontal-sense omni-radially balanced in such interface with the ball periphery. Such ball when having its Center-of-Gravity(CG) at its symmetrical displacement center as its geometric-center will cause that ball to tend to roll its surface in any of the many options according to the variable of turbulence (and thus pressure gradients) within the ADIATRONS flow pattern. To preclude such seemingly-random "turn" of the ball surface simply place a slightly-heavier mass-unit below the displacement-center of the ball and this will give it METASTATIC STABILITY wherein the AXIS between the CG and the Displacement-Center of that "MOBILE" BALL becomes its vertical axis which when 'tilted' equals its "RIGHTING-COUPLE" via the moment-arm accorded such degree of 'tilt'.



Just as surely the CUP designs as shown held-fixed above as ADOME from hollowed-out SOLID MASS of high-specific-gravity and placed in such opposite 180° vertical alignment with respect to their open-end-circles in forming such cups as potential containers, we find the following:

When in AIR(Specific-gravity .8) such ADOME 'cup' filled from above with H₂O(Specific-Gravity 1.) the H₂O is "gravidly" interfaced with the inside wall of the 'cup' due to its .2 specific-gravity differential as compared to the otherwise enveloping AIR. Such "HEAVY-WATER" fluid will not run out of the 'cup' until you physically, by force, rotate it to such degree wherein when its 'lip' or 'rim' falls partially below the level-plane of the H₂O --- then quickly the fluid will pour out of the cup to that degree accorded by the rim-plane angle.

Such H₂O if it could hold its 1 sg value in its transit downward through the AIR, if AIR could hold its .8 sg value, would ACCELERATE for such 9 SECOND period of such FALL model the 6336 Thousand INCH / HOUR rate as AGRAVIDUS("A Gravity") ACCELERATION RATE for such .2 sg differential. As this sg differential changes so does the "gravity acceleration rate" in due arithmetic proportion. The equation for the .2 sg differential is SECONDS / .09 = 'MPH'.

Similarly when in AIR of that .8 sg value such ADOME 'cup' filled with GAS which is of an sg value lighter-than-air by any differential of sg gradiency will find such gas will not run out of that 'cup' until you rotate it to such degree that its rim-plane line falls partially above that level-plane of the gas. Such pouring-gas levitates upward vertically.

Now let us apply this already common knowledge of "STATIC DISPLACEMENT" of AIR by these 2 forms of FLUID(H₂O or GAS) within the 'cup' to the ADIATRON effect moving freely through an enveloping field. In both cases the vertical ascensional force and the vertical descensional force are AGRAVIDUS(100% "A Gravity") force shown via a constant-volume comparison thus and through which we can quickly arithmetically compute the "LIFT-FORCE" or the "GRAVID-FORCE" of any magnitude of volume-cubic displacement on an enveloping-field fluidic such as AIR or H₂O and thus even the lowest specific-gravity fields AETHERIC of "OUTER-SPACE" and thus throughout any elevational-gradient of weight from heaviest(nucleus) to lightest('outer-space') noting that our value of weight(specific-gravity) per volume-constant of AIR and H₂O with the latter being 1 sg is that which we have assigned at 3960 MILE STATUTE elevation and thus this sg value changes with each elevational gradient point of its observation from its MAXIMUM to its MINIMUM specific-gravity value.

ie:

When the field enveloping our designed mass-unit = #1 Specific-Gravity as shown for H₂O and the designed mass-unit itself shows a relative .8 Specific-Gravity it displays a levitational force equal to the .2 Specific-Gravity differential existing between such craft and such atmosphere enveloping it. This .2 sg differential gives such craft an ascensional force equal to 12.5 POUNDS AVOIDUPOIS for each CUBIC-FOOT(39.6³ INCH³ as "cubic meters" when the "meter" = 39.6 INCH thus the "cubic-foot" = 1728 "cubic-inches" as the value statement) of the enveloping #1 sg mass it displaces. Such "POUNDAL FORCE" when sustained for a period of 9 SECONDS will find the designed mass-unit craft to have accelerated vertically 100 'mph' rate as = 6336 Thousand INCH / HOUR rate equivalent.

ASCENSION of such AIR-PORION through such AIR-STRATUM HOST-BODY LAYER reveals an arithmetic geometric progressional decrease concerning AGRAVIDUS SPECIFICUS value of a volume standards manner of such comparison of DENSITY / WEIGHT as = PRESSURE / TEMPERATURE of such MASS. Thus if an H₂O molecular-portion at 7.2°H having a relative-diameter or cube-side value of 1 INCH / 39.6 Thousand at AGRAVIDUS SPECIFICUS 1 value would via EXPHANDING("expanding") in its response to a HEAT--FREQUENCY stimulation causing it to show AGRAVIDUS SPECIFICUS .8 value & its molecular-volume control dimencion("dimension") to be 1 INCH / 31.68 Thousand as = 80% that 7.2°H value of H₂O. Then equally that "expanded" H₂O 'particle' being enveloped by less-expanded HOST-BODY of H₂O would find the increased-volume as that 'particle' levitating in ascensional response, just as its cooling will condense that 'particle' to cause its descending movement transit of that H₂O HOST-BODY when such body is warmer than such 'particle'. This is CONVECTION EQUILIBRIUM and it applies to ALL value gradients of all compounds and elements of all MASS(= MATTER = SPACE) through the forms of such that we now call its PHASES of CRYSTAL(SOLID), FLUID(LIQUID) and GAS(VAPOR).

HYDROGEN ASCENCIONAL FORCE is equal to the difference shown between a cubic volume of it and an identical volume of air it displaces. When the volume-unit for such comparison equals 3.3³ FOOT³ as = 35.937³ FOOT such ASCENSIONAL FORCE for HYDROGEN in AIR = 2.64 POUND AVOIRDUPOIS which equals 1 POUND / 13,6125 as = .073 461 891 64 "LBS" / FOOT³ "LIFT FORCE" when AGRAVIDUS SPECIFICUS .8 = the AIR enveloping that HYDROGEN unit-volume.

AGRAVIDUS SPECIFICUS("A Specific-Gravity" qv) of the texts extant = "The ratio of a body when compared to a MASS of an equal volume of H₂O("water") at its MAXIMUM-WEIGHT(DENSITY) when that comparison is made in AGRAVIDUS SPECIFICUS .8 as = AIR having the same THERME gradient as the H₂O. Specific-Gravity(sg) thus is the ratio of a volume-unit of a body concerning its weight as compared to that unit volume constant of our 100% STANDARDS which is H₂O at 1sg."

MASS(qv of extant texts) = "The determination for a given body made by the division of its weight by the value accorded acceleration-of-gravity." NOTE: Since "acceleration-of-gravity" differs according to the differential of AGRAVIDUS SPECIFICUS value shown for the transiting 'particle' and the 'host-field' it transits as an ASPECTRALE("A Spectral") range of potentially different rate values for "gravity", this item should be valued with consideration accordingly.

MATTER(qv of extant texts) = "Whatever occupies space, and matter and energy are considered equivalents as are mutually convertible according to the Einsteinian-Equation $E = mc^2$ wherein E = Energy which E = Mass(m symbol) multiplied(x symbol) by light-vibration-rate(c symbol) squared(² symbol)."

SPACE(qv of extant texts) = "Distance of dimension extending without limit in all directions within which all material things are contained via such three dimensions of form for the attending geometry."

NOTE:

This Author knows that MASS = MATTER = SPACE and that "VOIDS" are zones or portions of that total representing relative low value of AGRAVIDUS SPECIFICUS for such zone compared to the relative high value of AGRAVIDUS SPECIFICUS of the enveloping-field hosting that 'particle' or "VOID" zone. That MASS = MATTER = SPACE is revealed to our senses as gradients of AGRAVIDUS SPECIFICUS as its range ASPECTRALE of HEAVY to LIGHT modes of being, therefore this Author uses these terms synonymously. That an appropriate VIBRATION value of its scalar range ASPECTRALE can be "TUNED" to the need of a specific-unit portion of that MASS can CHANGE-ITS-PHASE and therefore its appearance or disappearance(becoming--invisible) and thus its displacement-capacity within AGRAVIDUS SPECIFICUS terms of "GRAVITATION" or "LEVITATION", is without question. Further these CHANGES are the FORCE or WORK potential-values attending such VIBRATION ("ENERGY") values presented to such MASS unit portions to CAUSE such EFFECT as the relative CHANGE. Equally important is that as the AGRAVIDUS SPECIFICUS value of a MASS unit and its enveloping-field host-body differ that the ACCELERATION-RATE accorded the moving-mass-unit compared to the non-moving-host-body is in due arithmetic proportion scalar to the difference of AGRAVIDUS SPECIFICUS shown between those 2 units as are such MASS in TRANSIT of such ENVELOPING-FIELD.

PRESSURE is PROPORTIONAL to ELEVATION and it BALANCES between a TRANSITING-PORION of MASS and its ENVELOPING-FIELD. Ergo AGRAVIDUS SPECIFICUS of WEIGHT(DENSITY / PRESSURE) observable at any specific-point of MASS(MATTER / SPACE) is PRESSURE-BALANCING the relative differences accorded via the VIBRATION-FREQUENCY gradient acting within each portion of such MASS.

PRINCIPLE, ENERGY TRANSIENCY

'PET' = Acronym

VELOCITAL POTENTIAL OF A PARTICLE TRANSITING ANOTHER VALUE OF AGRAVIDUS SPECIFICUS OF MASS / MATTER(SPACE) PARTICLE-ORDER IS DIRECTLY PROPORTIONAL TO THE RELATIVE DIFFERENTIAL OF AGRAVIDUS-SPECIFICUS(DENSITY / WEIGHT) THEN EXISTING BETWEEN IDENTICAL VOLUME UNITS OF THE COMPARISON WHICH THUS EQUATES IN TERMS OF PURE-DISPLACEMENT. THE TRANSIT VELOCITY IS DIRECTLY PROPORTIONAL TO THE DEGREE OF VIBRATIONAL ENERGIZATION RESULT AS A RELATIVE PRESSURE(- & +) DIFFERENTIAL OFF AZERO(o) PRESSURE INTERFACING BETWEEN THE GRAVIDAS ASCENT AND DESCENT MODES OF SUCH INTERFACING-PARTICLES OF THE HOST-FIELD AND THE TRANSIENT-FIELD ALONG THE ADIATRON'S EVOLUTION-AXIS OF SUCH PARTICLE'S MOBILITY EXPRESSED WITHIN SUCH ENVELOPING-FIELD OF ITS HOST SYSTEM-ORDER.

$$G+R+A+V(47 \text{ as } 4+7 = 11 \text{ as } 1+1 = 2) \times I+D+A+S(33) = 66$$
$$\text{GRAVIDUS} = 1 + \text{Azero} + \text{Azero} = 100\% = \text{"gravity"}.$$

Adiatrons evolution-axis of its flowing-field exerts AZERO(o) PRESSURE against its relatively weightless-particles situated along that evolution-axis, yet a particle having a weight-gradient of AGRAVIDUS SPECIFICUS greater than shown for the ADIATRON'S evolution-axis results in PRESSURE-GRADIENT DIFFERENTIALS(- & +) acting against such heavier-particle and which FORCE will PUSH(+) against the rear-side of that heavier-particle while it will simultaneously PULL(-) against the forward-side of that heavier-particle according to the acting differential(- & +) gradient values which minus(-) the value-gradient used to overcome the WEIGHT of that PARTICLE in moving it via the resistance value and frictional value of such flowing-field of the evolution-axis which interfaces with and passes the heavier-particle in revealing the RATE POTENTIAL of such MOCION of such HEAVIER-PARTICLE while the portion of flux that moved the WEIGHT of that PARTICLE is its POUNDAL-POTENTIAL in such terms of relative-weight cancellation.

$$66 = \text{"Exact Science"} \text{ via } \underline{E+X+A+C+T}(= 5+2+2+1+3+2+0 = 51 \text{ as } 5+1 = 6) \times \underline{S+C+I+E+N+S+E}(74 \text{ as } 7+4 = 11 \text{ as } 1+1 = 2).$$

$$\phi = 3+3 = 6 = \text{"An Exact Science"} \text{ via } \underline{A+N}(1+5) + \underline{E+X+A+C+T}(5+1) = 6+6 = 12 = 3 \times \underline{S+C+I+E+N+S+E}(7+4 = 11 \text{ as } 1+1 = 2) = 3+3 = 6 = \phi \text{ symbol-unit.}$$

A+T+I+M+E+M+A+C+H+I+N+E = 101 as 1 + Azero + 1 = 1+1 = 2 and indeed the particle such as 'ARC' is A TIME MACHINE since it must use 2 "PRESSURE-DIFFERENTIALS"(- & +) derived from a relative AZERO(o) flow--differential along the AXIS of an AETHERIC PARTICLE ACCELERATORS form and thus representing its "POTENTIAL FORCE" equatable in terms of "DEAD-WEIGHT CANCELLATION" as well as in terms of "RATE ACQUISITION" of that mass-weight it so relatively cancelled. The combined effects of AETHERIC PARTICLE ACCELERATORS thus is to efficiently move a wide range of mass-form and value-unit gradients through low-weight gaseous/fluidic aetheric mass of matter(space) which abounds in great volume off all visible-nucleus points of such spatial reference attending our 100% UNIVERCI("universe").

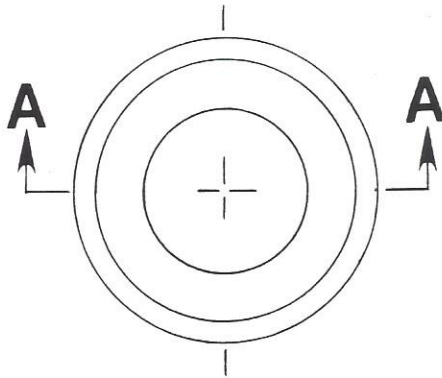
SCIENSE("science" qv of extant texts) = "Fact of all knowledge acquisition as opposed to untested intuitive belief."

HYPOTHESIS = RESEARCHER groundwork supposition intuitive as an unproven-untested theory used to explain certain already proven findings as thus serves as the encouragement leading to further investigative testing which within the 'science branches' is relatively limited to our human 100% SENSORI("sensory") facilities which value such experimentation results as principally attend only the visible nucleonic-mass portions of an ASPECTRALE 100% total-range from the very-limited invisible to the far greater magnitude of the 100% INVISIBLE enveloping those tiny nuclei points of the whole ENTITE(7+3 = 1 + Azero = 100% = "entity"). Thus our scientific hypothesis and its test results yield some fragments of useful data while denying THE SOUL some potentially greater useful data associated with the results we cannot see or perceive by sight-sensing or instrumental-sensing concerning such greater invisible mass portion of the UNIVERCI.

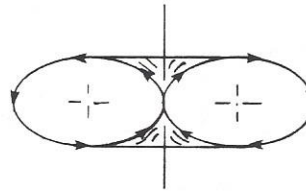
S / .09 = 'MPH' "ACCELERATION OF GRAVITY" when S = Seconds of "fall" of AGRAVIDUS SPECIFICUS 1 Weight-Constant of Volume-Constant TRANSIT of .8 AGRAVIDUS SPECIFICUS Field-Constant shown as AGRAVIDUS SPECIFICUS .2 "differential" that results in such "ACCELERATION-OF-GRAVITY" for the H₂O & AIR 'math-model' arithmetic.

$$60.75 \text{ MILLION SECONDS} / .09 = 675 \text{ MILLION 'MPH'} = \text{"LIGHT-RATE"} \text{ AIR STANDARDS TRANSIT.}$$

$$9 \text{ SECONDS} / .09 = 100 \text{ 'mph'} \text{ as } = 6336 \text{ Thousand INCH} / \text{ HOUR.}$$
$$18 \text{ SECONDS} / .09 = 200 \text{ 'mph'} \text{ as } = 6336 \times 2 \text{ Thousand INCH} / \text{ HOUR.}$$

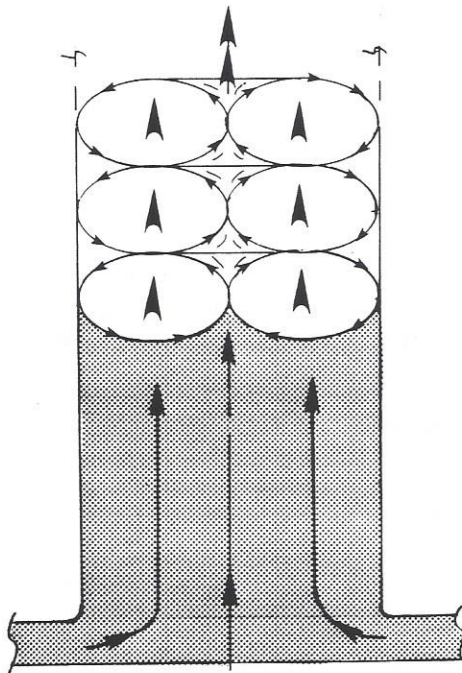


ADIATRONS PLAN-VIEW above shows ISOBAROS rings "isobaric" denoting relatively-constant unit-value of AGRAVIDUS SPECIFICUS weight/pressure gradient. Each ring represents an elevation-gradient off its upper-apex of vortex equal to a 30° angle off nucleus-point of ADIATRONS A-A Section Elevation-View prior shown.



ADIATRONS A-A Section Elevation-View above is shown as an OBLATE SPHEROID is flattened at its polar-vortex terminals of vertical-axis while being pressured-outward horizontally forming its periphery circle. The ADIATRONS relative-'bubble' is thus shown with exfolding-upper and infolding-lower TROMPETTE($1+3+2 = 3+3$ "trumpet").

The TROMPETTE shown in the preceding A-A Section Elevation-View is the "FUNNEL SHAPED VORTEX" form of its 2 vertical-axis ends. 1 via 100% EXPANDING("expanding") upwardly away from axis shown via the arrows of flux and the ISOBAROS lines, and the other as is CONDENS($7+4 = 1+1$) x ING($3 + Azero$) = $3 + 3$ at its base inwardly toward its relative nucleus-center. These end TROMPETTES are ISOCLINAL in nature appearing thus as a "FLARED-BELL MOUTH".



ADIATRONS in SERIES (left drawing) tend to appear more 'flattened-out' than is shown for a single "bubble". The more-frequently they are formed within a given MOCION("motion" = "time") unit period, the flatter they appear to be and when so "STACKED" as "PANCAKES" relatively-speaking the more they can give the effect of a "CYLINDER FORM" as they PRESSURE-BALANCINGLY levitate upward through an enveloping-field of greater value of AGRAVIDUS SPECIFICUS than is shown for the ADIATRONS mass-units. As shown via the tinted section of the illustration as the WATER-MASS of denser-field quickly moves into the relatively 'vacuous' zone in immediately interfacingly-following the bottom ADIATRONS unit in thus relatively-replacing the apparent low-weight ADIATRONS "CYLINDER" form with an H_2O "CYLINDER" form. In the case of the ATOM-BOMB test at the South Pacific BIKINI ATOLL called the BAKER-DAY TEST of shortly after WWII 495 MILLION SHORT-TONS of SEA-WATER was SUCKED UP a distance of 63360 INCH x 24000 INCH width of "diameter" as such a WATER "CYLINDER" via the

action of having upward of that WATER "CYLINDER" a relative low-pressure PULL(-) FORCE while the relatively high-pressure PUSH(+) FORCE of the high-weight water mass of the sea acted in direct sympathy along the vertical-axis of such "CYLINDER" formed via such ADIATRONS levitation which in this case of the Atomic-Bomb did so at a very rapid-rate. This 495 MEGA-TON H_2O "LIFT" vertically as the WATER "CYLINDER" eventually could no-longer balance such pressures hence lost such "LIFT PROPULSION FORCE" and "gravidly" fell back into the Pacific Ocean from whence it issued.

IN NO WAY OR MANNER DOES THIS PAPER SUGGEST THE USE OF "NUCLEAR DETONATION" OR ANY OTHER FORM OF EXPLOSIVE REACTION TO GENERATE ADIATRONS FOR practical and safe utilization.

of that ADIATRONS "bubble" it creates or to move behind and below that ADIATRONS "bubble" it creates in thereby "CHASING ITS ISSUE" of such "TUNED FREQUENCIES" which is the PREFERRED MODE which will be explained later on in this work illustrating a "PHYSICAL APPLICATION" via 'ARC' craft for such mobility efficiency.

Realize that OUR HUMAN SIGHT-SENSING FACILITY permits us to perceive mentally as "SIGHT" those frequencies / wavelengths radiating off "HEAVIER-MASS" units than those above our WATER-SURFACE since at this AIR-WATER INTERFACE we have faced our very existence as "nucleonic-creatures" of almost equally "HEAVY-MASS" unit construction wherein for SURVIVAL REASONS alone we must be "SIGHT-TUNED" to be able to readily perceive via "SIGHT" all those things that could threaten our existence. ie: AIR is generally non-threatening to our existence and offers little resistance to our mobility as compared to the higher resistance offered in our movement through water and our inability to move through even heavier values of AGRAVIDUS SPECIFICUS than water, hence the rudimentary imperative is to "SEE" the denser heavier-than-air objects we call matter within the space we call mass while that imperative is not to "SEE" the lighter-than-air objects we call the space of vapor we call mass and aether, etc.

Thus ADIATRONS AETHERIC "BUBBLES" of "VORTEX-RING" form indeed is the ESSENSS("essence") of ALL AETHERIC PARTICLE ACCELERATORS in revealing the phenomenon of MOCION in its "ANTI-GRAVID" and in its "GRAVID" state of relative movement as the TRANSIT of a mass portion enveloping it. We today use "ELECTRO-MECHANICAL APPARATUS SYSTEMS" as "PARTICLE ACCELERATORS" wherein within a cylindrical enclosure we induce a field "ELECTROMAGNETIC" as FLUX-RINGS / "VORTEX-RINGS" about the AXIS of such cylindrical enclosure of symmetry surrounding such 'captive ADIATRONS' which pressuringly are accelerated out of the device as they literally "ROLLER-DRIVE" themselves out of such relative captivity of "PRESSURE-BALANCING" RESTRAINT --- except for the exit along such axis of ROLL. Such cylindrically-captive ADIATRONS formed 'electro-mechanically' are "TUNED VIBRATION" products which issue out of that encasement-entrainment in series at extremely high-velocities and thus are assumed to be "COHESIVE" when their vibrations are evidenced as "LIGHT-FREQUENCY" gradients. Such "BEAMS" or "RAYS" can also be "TUNED" to eject forcibly at "LIGHT-RATE" denser-particles of gasified-metal and--these are our "PARTICLE BEAMS" or "DEATH-RAYS" since to have these high-rate microscopic particles of dense-mass impactingly-interface with a relatively non-moving object will dissolve and bore right through that other object to continue its movement until all such forces are dissipated over extremely great celestial distances.

Similarly within such devices "PHYSICAL" when we accelerate aetheric-mass particles as the "cohesive-field cylinder" of very small-bore measurements and introduce "LIGHT-VIBRATION" which via trigonomic-function of reflectivity bounce angularly within the relative confines of that "cohesive-field cylinder" they can evidence a MINUTE 'MICRO-WAVE' TUNING AS A "COHESIVE" beam of our "LASER" and "MASER" beams since they will "illuminate" the atmospheric-mass-cylinder interface of form through which they TRANSIT as ADIATRONS effects after they themselves form such aetheric cylinders-of-field through which relative "TUNNEL" they transit space(mass / matter) especially of low-weight gradiency of value AGRAVIDUS SPECIFICUS.

ie: ONE CAN "SHOOT" ALONG THE ADIATRONS EVOLUTION-AXIS FROM THE BASE APEX TO THE OPPOSITE APEX GIVING THAT "SHOT PARTICLE" UNERRING ACCURACY AT RELATIVELY-HIGH VELOCITY SINCE THE FORCE OF THE ADIATRONS-SERIES ROLL IS IN DIRECT AXIAL SYMPATHY ALIGNMENT THAT SUCH "SHOT" OF SYMMETRY WILL ASSUME IN SUCH RELATIVE PRESSURE-BALANCING WITHIN SUCH SYSTEM OF MOCION.

A "SHOT" ATTEMPTED IN THE OPPOSITE DIRECTION ACTING NOW AGAINST THE EFFLUXING-FIELD OF THE ADIATRONS "VORTEX-RINGS" WOULD "BURN UP" AND DISINTEGRATE SINCE IT IS DIRECTLY OPPOSED TO THE FRICTIONALLY-PASSING "PARTICLES" OF THE ADIATRONS EVOLUTIONARY PROCESS.

Anytime an ADIATRONS "bubble" reaches an elevational-level where its AGRAVIDUS SPECIFICUS equals the existing AGRAVIDUS SPECIFICUS of its enveloping atmosphere such levitational MOCION ceases abruptly since at that condition the ADIATRONS units itself is no longer subject to any "SQUEEZE" effects of PRESSURE-BALANCING and thus then being of the same 100% ESSENSS as its environmental envelope our ADIATRONS achieve a state of relative-weightlessness when ALL MOCION("motion" = "time" = "dimension") ceases even though that enveloping host-body itself may be moving within its host-body.

This phenomenon is that which attends ALL MAGNITUDES of Mass=Matter=Space weight-gradients and thus attends the MACROCOSMIC and the MICROCOSMIC amplitudes of all portions of such mass that comprises the entire 100% UNIVERCI.

In the preceding-drawing, when the 'ARC' craft HULL resembling here a "JAPANESE LANTERN" open at its base along its vertical-axis --- is overflowing-filled with a lower gradient of AGRAVIDUS SPECIFICUS than the atmosphere that envelopes it systemically 2 levitational effects will occur as follows:

- 1) Via first having displaced enveloping atmosphere of a weight equal to the relative physical-weight or 'dead-weight' of the entire 'ARC' system such 'ARC' is then relatively-weightless, and can be termed its 'hover' mode of its ADIATRONS propulsional effect employed thus.

Then any additional fill-displacement achieved via placing ADIATRONS within that 'ARC' hull (without overflowing any of it) will find that a rate of mocion shown as levitation will be brought into 'play' that accelerate that 'ARC' upward in due proportion to the total force brought to 'play' in such propulsion manner of 'pure-displacement' caused by the then evident AGRAVIDUS SPECIFICUS "DIFFERENTIAL" shown between the 'ARC' craft ADIATRONS and the field-atmospheric enveloping such 'ARC' craft hull.

In this 'trim' mode such 'ARC' when of symmetrical bi-convex form of a lenticular-lens comprised of 2 parts as ADOME + ADOME you'd now call a 'sphere-segment' pair, such form 'ARC' can via shifting its CENTER-of-GRAVITY(CG) tilt its hull attitude to PLANE UPWARD along a "flight-path" as is a vector off the vertical norm for such encapsulated ADIATRONS This 'ARC' so PLANING UPWARD now offers an elliptical form of less-resistance to the overburden of atmosphere it displaces in such MOCION than it would when its UPPER-SURFACE CIRCULE is perpendicular to such ascent-axis-vertical shown for its ADIATRONS norm. Such vectored path of planing upward for our 'ARC' craft can produce rates over 250 'mph' when the value of AGRAVIDUS SPECIFICUS is only equal to that shown for encapsulated Hydrogen which at our sea-level in maximum-weight air as shows itself to be only A POUND AVOIRDUPOIS / 13.6125 as = .073 461 891 64 "LBS" / "FT"³ hence AGRAVIDUS SPECIFICUS for HYDROGEN gas must be .998 530 762 2 when H₂O = 1.

- 2) An overflow of low value of AGRAVIDUS SPECIFICUS atmospheric-gradient flowing upwardly out of our 'ARC' craft with its levitating PUSH(+) and PULL(-) effects acting to accelerate our 'ARC' craft will find that with such 'ARC' RIM-PLANE being HORIZONTAL it can achieve an ASCENSIONAL RATE far in excess of the prior 'trim' mode which shows no similar overflow of propulsional ADIATRONS from within its relative 'buoyancy chamber' inside its hull.

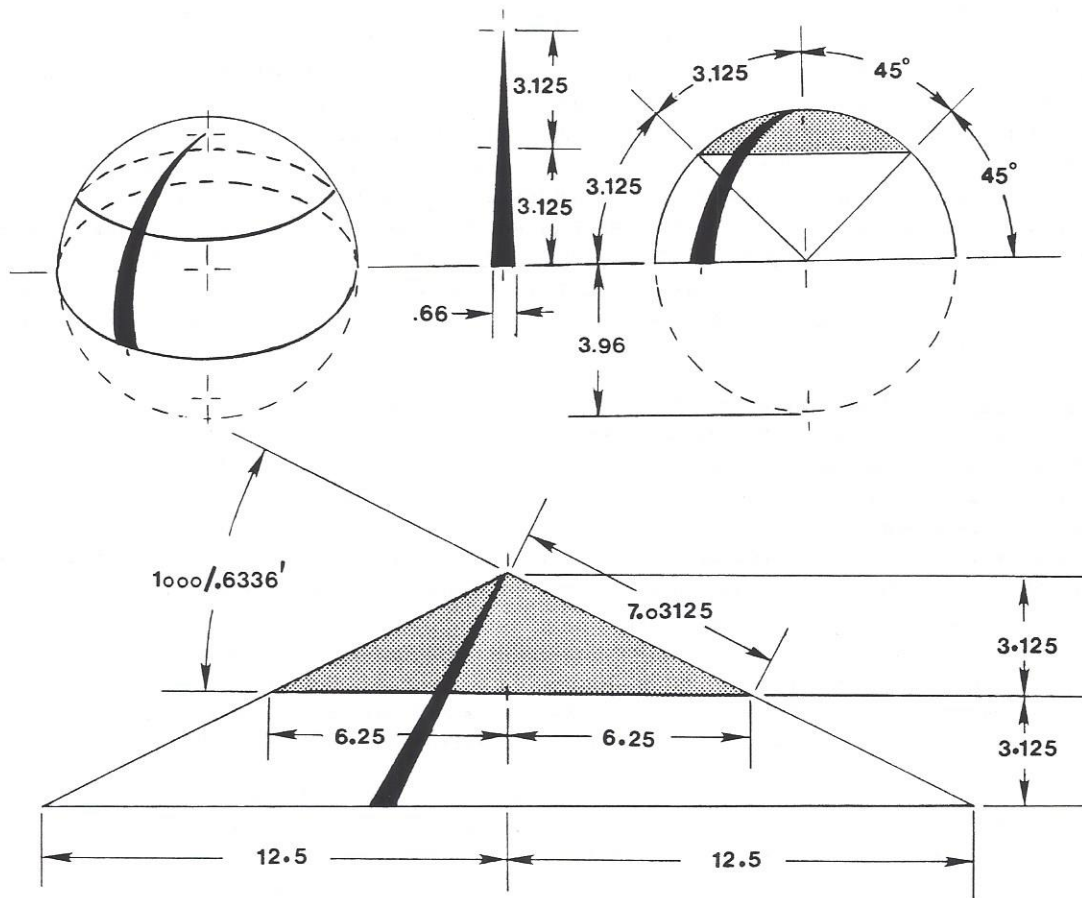
Equally obvious is that such 'ARC' can still tilt its hull by shifting its CG so that the craft will vector off the norm of its otherwise vertical ascent, while still benefitting from the propulsional FORCE of "LIFT" afforded by such overflowing ADIATRONS from within its hull.

SINCE the HULL of our 'ARC' and some of its internal components have a limited resistivity to VIBRATIONAL DEGRADATION any such THERME of HEAT-FREQUENCY gradient such parts or materials are exposed to should be of a gradient value short of that which degrades that material. IN VIEW OF THIS MAXIMUM PROPULSIONAL LIFT-LEVITATION FORCE CANNOT BE APPLIED IN THIS MANNER AS PRECEDING,

THEREFORE:

"BLOWPIPES" above the 'ARC' HULL such as an OXY-HYDROGEN "BLOWPIPE" ORDER which via 'burning' 2 Hydrogen volumes with 1 Oxygen volume at its "nozzle" can achieve a "FLAME HEAT" of 5000°H as can thus via a controlled-rate of flow-mixing 'generate' above the 'ARC' HULL along its axis-vertical an interfacing ADIATRONS MAGNITUDE far in excess of that already 'generated' by the preceding 2 levitational effects propulsional wherein this latter use of the OXY-HYDROGEN "BLOWPIPE" overhead of the HULL aimed for relative focalization effects of "WAVE-TUNING" can presumably accord an 'ARC' craft ASCENSIONAL RATE that would literally "STAGGER THE IMAGINATION" when such rate acquisition is compared to our present modes of craft flight-mobility expression within only the lowest levels of our enveloping atmosphere. Such OXY-HYDROGEN 'FLAME' from a single-nozzle aperture is relatively conical and its inner-cone portion is termed its 'reducing-flame' and its external-cone portion its 'oxidizing-flame'. Since the rapid-levitation of such OXY-HYDROGEN energized ADIATRONS finds the "BURN" or OXIDIZING portion of that $2H + 1O$ 'mix' coolest at its "FIRE-CONE BASE" and hottest at its "FIRE CONE APEX", hence such "BLOWPIPES" can be affixed or otherwise attached to the 'ARC' hull in such a manner as to preclude undue hull deterioration effects for a good service-life yet generate VERY STRONG PULL(-) FORCE interfacing between such ADIATRONS base and such 'ARC' UPPER-SURFACE of HULL --- whereupon naturally as this PULL(-) FORCE of propulsion is increased then equally the PUSH(+) FORCE of propulsion acting below against the 'ARC' hull surface is relatively-increased and our 'weightless-ARC' now will

ADOME VOLUME



The above illustrations reveal HOW TO EASILY ACCURATELY COMPUTE first ADOME SURFACE as compared it VOLUME as your 100% STANDARDS and then HOW TO EASILY ACCURATELY COMPUTE ADOME-'SEGMENT' SURFACE and thus its VOLUME.

ADOME shows its 180° ARC to equal 12.5 DIMENSION("dimension") STANDARDS which displays an R2 "diameter" of 7.92 for its CIRCLE("circle") plane-surface, therefore:

When $12.5 \times .6336 = 7.92$ we know that 63.36% that 180° ANGLE ARC of SURFACE = 2×3.96 as $25 / 7.92 = \text{"Pi-Ratio"} 3.156\ 565\ 656$ which = $1 / .3168$ since 31.68% that 360° ANGLE ARC of SURFACE = 2×3.96 R2 "diameter".

Thus 63.36% the SURFACE of ADOME showing its 180° ANGLE ARC will find that percentile to = the CIRCLE-SURFACE of its plane revealing its 49.5 SQUARE-UNITS value statement which = $R^2 \times 3.156\ 565\ 656$ as the RADIA-SQUARED x "Pi-Ratio" equation we are familiar with which = $R^2 / .3168$ as the 3.96 RADIA SQUARED(²) / .3168 = 49.5 CIRCLE-SURFACE SQUARE-UNITS which via DIVISION by .6336 ratio = 78.125 SURFACE-UNITS-SQUARE of ADOME having 180° ANGLE ARC.

Then via $R^2 / .3168 \times R$ we get $3.96^2 / .3168 \times 3.96 = 196.02$ "cylinder-volume cubic" which via DIVISION by 1.5 ratio will find ADOME VOLUME-CUBIC of 130.68 Units³ statement as its 100% STANDARDS of VOLUME. Note that our 3.96 RADIA of STANDARDS x 33 = 130.68 VOLUME.

ADOME-'SEGMENT' such as the above illustrated example shown TINTED via the 360° ANGLE ARC swing of a 45° ANGLE off the plane-surface CIRCLE center-point reveals above that "GREAT-CIRCLE" yet another-smaller "circle" above which small-circle-plane is ADOME-'SEGMENT' representing 25% the ARC SURFACE of ADOME wherein this 'segment' ARC SURFACE = $3.125 \times 6.25 = 19.53125$ Units². Since ADOME-'SEGMENT' so described has an ARC SURFACE equal to 25% that of ADOME from whence it came then 25% the VOLUME of ADOME from whence it came equals the VOLUME of such ADOME-'SEGMENT' hereby shown to = 32.67 Units³ compared to 130.68 Units³ of our 100% STANDARDS base.

Since the CHORD("CONE-CIRCLE" R2) shown by the 45° ANGLE swung in that 360° ARC = $3.96 \times \frac{2}{\sqrt{2}}$ = $7.92 \times \frac{2}{\sqrt{2}}$ as its "dimension" 5.600 285 707 which SQUARED & / (.6336 x 2) = 24.75 "CIRCLE"

UNITED STATES PATENT 3,714,731 Benson, Feb. 6, 1973 with its 19 CLAIM INTERNATIONAL PATENT equivalent GRANTS is for a 1 piece FLUID-MOBILE which in its fishing-tackle application as a bobber / lure TRANSITS and DISPLACES atmospheric-gas in flight and water-fluid while being metastatically stable during its aerodynamic and hydrodynamic interfacing of operation as a FLUID-MOBILE engaged in naturally-balancing AGRAVIDUS SPECIFICUS "DIFFERENTIALS" of FORCE(PRESSURE) acting upon it externally and internally as influences its points of "Gravity-Center" and "displacement-center" as these points relatively-change their spatial relationship during the dynamic-physics of its design functions numbering some 12 in all. This is the physics that must attend any FLUID-MOBILE design for its optimal efficiency according to 1 natural-law as attends the cause and effect of ALL MOCION("motion" = "time" = "dimension"). The 'ARC' craft and the AETHERIC PARTICLE ACCELERATORS phenomenon of MOCION obey this single natural-law, hence the application of the logic shown by the initial FLUID-MOBILE Patent 3,714,731 led to its further definition as a FLUID-MOBILE toy as an animated plastic-fish system and as a FLUID-MOBILE 'ARC' toy or even an 'ARC' Craft for Manned-Mobility --- this therefore was put into form of an APPLICATION FOR PATENT for "FLUID-MOBILE" filed with the U.S. Department of Commerce, W.D.C. on July 6, 1976 by this Author-Inventor "Dick" Benson as was assigned SERIAL-NUMBER 7o2,462 only to have been rejected on July 2o, 1977 on the basis that the Patent Office felt that the physics statements and claims of proof made did not agree with the generally accepted textbook data of their experts on physics and science branches. Benson immediately formally responded asking for an extension for purpose of a review and redress if necessary and this request-letter was never acknowledged by the Patent Office of W.D.C.

As GOD is my witness and as GOD would surely uphold my RIGHTS, I hereby CLAIM total RESERVATION of ALL RIGHTS attending such Patent and potential further Patents attending such FLUID-MOBILE in any form of its crafting whether it be for a simple toy for amusement or for a far more important MANNED-MOBILITY unit in such as the 'ARC' configuration for the rapid-transit of 'outer-space' or of the lower-atmospheric levels of our planet such as within its AIR or WATER MOBILITY uses in thus having covered the ASPECTRALE possibilities of our 1oo% UNIVERCI. The following is a true ABSTRACT, BACKGROUND and SUMMARY of the INVENTION shown in its Patent Application SN 7o2,462:

ABSTRACT OF THE DISCLOSURE

A fluid mobile of variably buoyant consituency within a symmetrical envelope as controllably balanced for metacentric stability during animation, maneuverability, and static periods when disposed within a fluidic medium.

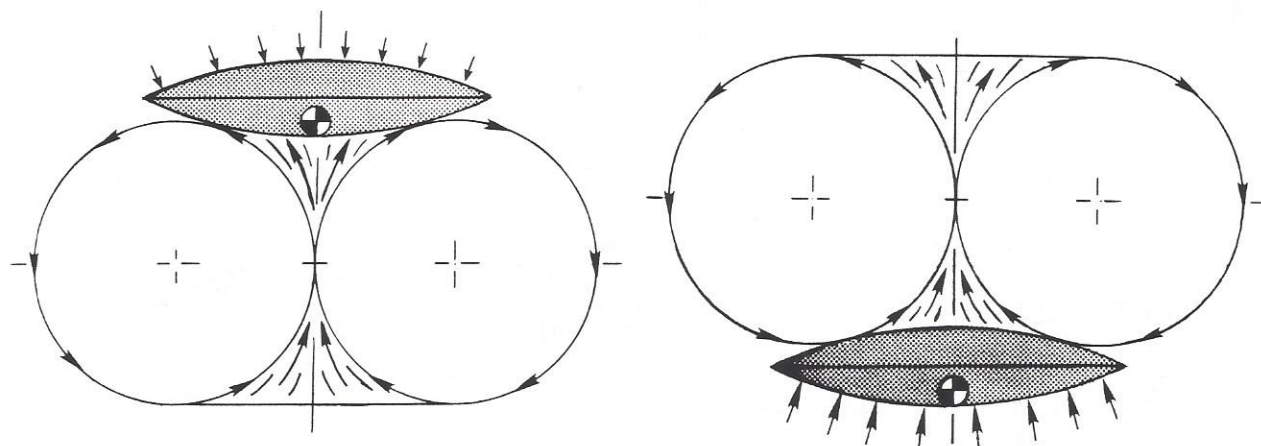
BACKGROUND OF THE INVENTION

This invention relates to a fluid mobile which in one form can be used for art or recreational toy within an aquarium, game, swimming pool, and such type of usage as a free or tethered mobile within the symmetrical form of a fish, for example, and more particularly to such a fluid mobile adapted for use as a transport mode within fluidic mediums such as atmospheric and hydrospheric space. Other types of mobiles now in use present themselves as being generally limited due to massive weight-penalty configurations as are possessive of inherent safety, inertial, inefficiency, instability and maneuverability problems, and they are generally capable of yielding linear mobility in a generally uni-directional sense.

SUMMARY OF THE INVENTION

It is therefore an object of this invention to provide an improved mobile, for use within fluidic environments, which is adapted to yield fluid mobility with inherent optimum efficiency, safety, stability and maneuverability.

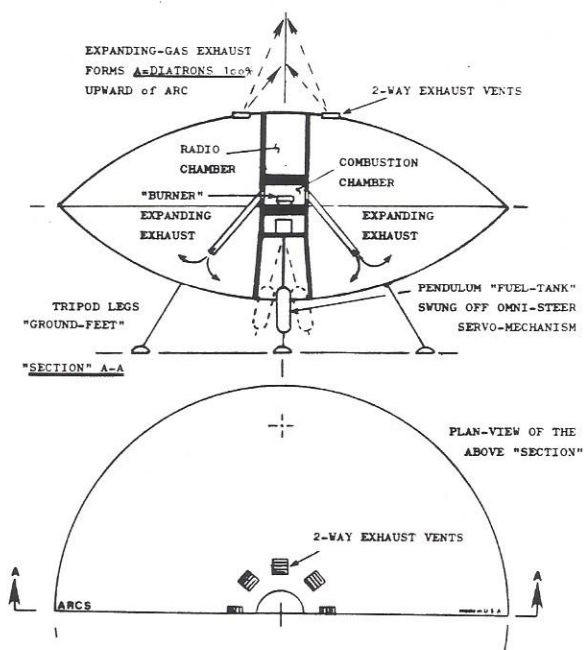
Most of the foregoing portions of this book represents the data proving the principle and the claims of invention wherein anyone such as you-the-reader "SKILLED IN THE ARTS of MOBILITY" or "PHYSICS" should be able to readily understand and 'reduce to practise' as is the prerequisites of a PATENT GRANT --- yet this Patent Grant has been summarily denied me its inventor, therefore this book is written and illustrated with its several simple physics proofs as is in keeping with my intention that I SHALL SEE TO IT THAT ALL PEOPLE HAVE ACCESS TO SUCH KNOWLEDGE LONG BEFORE BEING ABLE TO CONVINCE A PATENT EXAMINER OF ITS VALIDITY. Astrophysicists say that "A CRAFT CANNOT CHASE ITS ISSUE" yet 'ARC' Fluid-Mobile shows that it indeed can. The same science denies that mathematics is a precise science yet this 'ARC' work reveals that it indeed is. This same science advises us that they do not know why numbers do what they do while telling us that they cannot define ELECTRICITY, GRAVITY, LIGHT and MAGNETISM. Yet in the face of examining all the data of this book they will not deny its truths as abound through this text.



With 'ARC' above its AETHERIC PARTICLE ACCELERATORS form of ADIATRONS effect will result in a heat-value of frictional interfacing of the 'ARC' hull base with the effluxing ADIATRONS field hence this mode of being PUSHED(+) up against some upper-surface resistance(+) is the least preferred use of the ADIATRONS FORCE.

With 'ARC' below its AETHERIC PARTICLE ACCELERATORS form of ADIATRONS effect results in the optimal efficiency as shown earlier in this work.

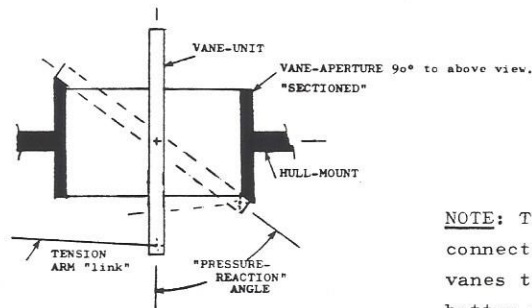
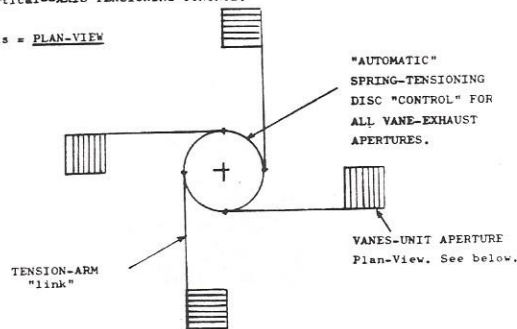
A youth during 1977 named Christopher Chaleki as a High School student who designed Radio-Controlled aircraft offered the following suggestions of illustration for RADIO-CONTROLLED use with a small-model 'ARC' in mind. When the reader of this book totally understands the physics and the 'math' involved that person should then be able to design a radio-controlled model 'ARC' using a 'chemical-burn' to generate the ADIATRONS required for displacement cancellation of weight and then for an ascensional-lift via placing above the 'ARC' such extra-strength ADIATRONS, therefore for the present let the following graphics of Chaleki serve as your thought-guide in your personal design work attending an 'RC' model 'ARC'. Know also that whenever this Author will opt to design and thus make efficiently mobile a radio-controlled 'ARC' that such detailed drawings and materials list complete with instructions will be availed anyone interested in replicating that model which will be in keeping with the preceding physics of this book.



The Chaleki fuel-lines of flexible nature could 'feed' through the pendulum "FUEL-TANK" suspension rod and via a short-couple of flexible-hose could readily connect to the "BLOWPIPE-BURNER" which should be servo-regulated by the 'RC' command. THIS IS ONLY A SCHEMATIC -- so plan your own design well.

EXHAUST-SYSTEM using 4 or more VANE APERTURES off CENTRAL
Vertical--AXIS TENSIONING-CONTROL.

This = PLAN-VIEW



NOTE: The "TENSION-CONTROL-ARM" connecting the disc with all vanes ties pivotally to the bottom of each vane as is pivoted off VANE-UNIT HOUSING.

Note that the above Chaleki exhaust system shows a TENSION-CONTROL ARM connecting the DISC of the PLAN-VIEW drawing with ALL VANES through a pivotal connection at the bottom of each vane which vane itself is pivoted off the VANE-UNIT HOUSING.

The following by Chaleki is a sound discourse on RADIO-CONTROL descriptive terminology which can give you a primary understanding for such systems which during 1977 were available from \$175 to \$350 per kit. Similar systems were the RC Model-Controllers for the BOEING 707 Jet Aircraft and the COLUMBIA SPACE-SHUTTLE.

The R/C SYSTEM is composed of 2 subsystems, the CARRIER(TRANSMITTER) and the AIRBORNE-SYSTEM (BATTERIES, RECEIVER & SERVOS). The transmitter is usually a box of about 2 x 6 x 8 INCH held in-hand by the PILOT on the ground who controls the craft via 1 or 2 OMNI-DIRECTIONAL 'STICKS' protruding-vertically(relatively) from circular-wells as are called gimbals. The "STICK" protruding from the gimbal has 2 functions of receiver-translation into motion that can be assigned to it for a relative 'nose-down' / 'nose-up' plane of servo control of the craft and for a relative 'left-wing-down' / 'right-wing-up' plane of servo motion-control of the craft.

Any time the 'stick' of the transmitter is moved in a vector-direction off either of the preceding 2 axes a combination of the 2 functions result as the vector-product as is known as DIGITAL PROPORTIONALITY within the R/C jargon as was developed during mid 1960. When the 'STICK' is rotated 360° and brought from VERTICAL-NORM to its GIMBAL-LIMIT a vast variety of vector-reactions are obtained within the craft-model for its full-range maneuverability.

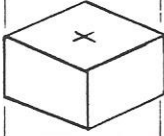
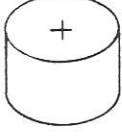
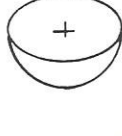
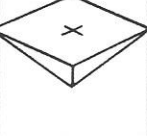
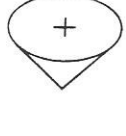
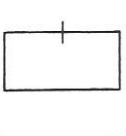
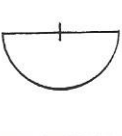
The AIRBORNE-SYSTEM uses a 9.6 Volt NI-CAD(nickel-cadmium) BATTERY giving 100 to 500 man-hours of service to drive the RADIO-RECEIVER and the SERVO-MECHANISMS. The RADIO-RECEIVER is a small

Adimencional 3.96 = R Constant

3.96 = R(RADIA) = "Height"(H) & .1584 = r(ratio-of-radia) 100% STANDARDS of ARCHIMEDES SPHER x .E
 7.92 = R2(RADIA x 2) = "Width"(W) & .3168 = r2(ratio-of-radians). These therefore are ALL the
 100% ADIMENCIONAL and ratio CONSTANTS used in the following CHARTED-DATA of ALL Form. This Chart shows
 the proportional relationship between ALL Form wherein their 100% NUHMBERS 1 below its drawing and
 Left-to-Right reading off that 1 reveals the relative description of the other Form above such ratio
 description. ie: When 100% = 1 = SPHERx.E of the $R^3/r3$ Form then 1.9008 x that SPHERx.E = "CUBE"
 of R^24R Form just as "CUBE" 248.396544 / 1.9008 = 130.68 SPHERx.E in that Charted-Data following:

ARCHIMEDES SPHER x .E 100% STANDARDS
 = 50% BALL = "hemi-sphere" as shown.

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248.396544 = R^24R 	196.02 = $R^3/r2$ 	130.68 = $R^3/r3$ 	82.798848 = $R^3/.75$ 	65.34 = $R^3/r6$ 	31.3632 = R^22 	24.75 = $R^2/r4$ 	15.6816 = R^22 
15.84	12.5	8.3	5.28	4.16	2	1.5782	1
10.036224	7.92	5.28	3.345408	2.64	1.2672	1	.6336
7.92	6.25	4.16	2.64	2.083	1	.78914	.5
3.8016	3	2	1.2672	1	.48	.378	.24
3	2.36742	1.5782	1	.78914	.378	.2989172023	.1893
1.9008	1.5	100%	.6336	.5	.24	.1893	.12
1.2672	1	.6	.4224	.2	.16	.126	.08
1	.78914	.5260942761	.2	.2630471381	.126	.09963906744	.0631

Listed following are present-day equations
 of algebraic statement format:

$L \times W \times H$	$\pi R^2 \times H$	$\pi R^2 H / 1.5$	$LWH / 3$	$\pi R^2 H / 3$	$W \times H$	$\pi R^2 \times .5$	$WH \times .5$
$A \times H$	$A \times H$	$AH / 1.5$	$AH / 3$	$AH / 3$	$H \times W$	$H^2 \times \pi / 2$	$HW / 2$

A = "surface-Area" , H = "Height" , L = "Length" & W = "Width" via today's manner arithmetic.

A HYPOTENUSE 7.92 of the TRIANGLE when $x \sqrt{.5} =$ "SIDE" of 5.600285707 which $x \sqrt{2} = 7.92$ and
 "A SIDE" 7.92 "Width" of R2 when $x \sqrt{2} = 11.20057141$ "DIAGONAL of SQUARE".

THE IMPERATIVE IS to use the ARCHIMEDES SPHERx.E
 100% STANDARDS of our 100% ECQUATOR Celestial-
 Vertical against which ALL other 1 units of form
 may then be made to COMPARISON($123 = 1+2+3 = 3+3 =$
 $\emptyset$) with our SPHER(66) x .E(.5) = $3+3 = \emptyset$.

"DICK" BENSON'S CREDENTIALS

Since the work of Richard J. "Dick" Benson via his books AETHERIC "PARTICLE ACCELERATOR" , ATLANTEANS 33 MATH , 100% INTELLECT and WORLD'S OLDEST 33 MAP appears to challenge the long accepted credibility of some presently employed mathematics and physics instruction found within our most accredited institutions of education an occasional need is felt to examine the personal "CREDENTIALS" of Dick Benson before opening doors to the minds of students everywhere throughout the scholastic realms of formal instruction. In view of this RICHARD J. "Dick" BENSON'S CREDENTIALS are hereby submitted on these two pages of this book, while his work CREDENTIALS are in all his books subject to your 100% PERSONAL "TESTS" via reasoning before acceptance.

63 ORBIT 'AGE' on January 10, 1984 A.D. Dick is in excellent mental and physical health. Dick in 1940 A.D. graduated the Stockbridge School of Agriculture, Massachusetts State College, Amherst, Massachusetts where he Majored in Ornamental Horticulture in dealing with all forms inanimate and living which he quickly learned to manipulate well in the Landscape Architectural renderings of his career which was promptly disrupted by his enlistment in The United States Army Air Force as an Aviation Cadet because of World War II.

B-24 Liberator Bomber Pilot. Flew 35 combat missions in the European Theater of Operations during WWII. Awards: SILVER STAR for Heroism, DISTINGUISHED FLYING CROSS and AIR MEDAL with five Oak Leaf Clusters.

Presently holds F.A.A. COMMERCIAL PILOT LICENSE #111 562914 with its Multi-Engine-Land Rating.

Post War to 1963 Benson was professionally involved in manufacturing shop and management positions within the Wheeled-Mobility industry (Non-Automotive). This activity found him successful in the development of countless commercial and military products required for the support of aircraft and rockets. This list after 1963 included the Transporter-Trailer made for Grumman Aerospace Corporation and NASA for handling their LUNAR MODULE (LM) the famous three-man space vehicle used for the first lunar-landing of the APOLLO PROGRAM.

SELF EMPLOYED since 1964 Benson while on Aerospace Council of SAE Technical Board's Cooperative Engineering Program - Mechanical Systems Subcommittee AGE-1 (Aerospace Ground Equipment) presented his Paper #690635 TRAILER DESIGN FOR MOBILITY during the October 7, 1969 National Aeronautic and Space Engineering and Manufacturing Meeting. This introduced new data on steering geometry and wheel suspension systems advancing the 'State of the Art'. Benson continued this type of SELF-EMPLOYMENT business as ADVANCED MOBILITY ASSOCIATES representing specially qualified manufacturers as a commission compensated Sales Engineer. During this period Benson was Internationally Granted a 19 Claim Patent based on the U.S. Patent known as #3, 714, 731 FISHING DEVICE MOBILE that performs numerous automatic functions involving the physics of aerodynamics, hydrodynamics and metastatic stability through the product is a single piece of plastic with 'no moving parts'. Benson and his wife Founded GENERIC SYSTEMS, INCORPORATED and as its President manufactured and marketed his fishing device. During this period Benson extended the Claims of that Patented Mobile to the invention of a "FLUID MOBILE" for mobility through the space of our lower and upper atmospheres as a manned craft using his recognised natural phenomenon AETHERIC "PARTICLE ACCELERATOR" . This Patent Application was assigned SERIAL NUMBER 702,462 July 6, 1976 and was rejected by the U.S. Department of Commerce Patent Office July 20, 1977 since the claims made were not yet substantiated by the 'accepted texts' of the present scientific community within science and physics although Benson presented many physical proofs of the "physics law" concerning the MOCCION ("motion" = "time") involved. Benson's first book 100% INTELLECT with its some 1000 plus pages well illustrated published by himself and his wife 'Pauly' now Doing Business As ARAM CHURCHE is with 1982 A.D. International Copyright and reiterates his Claim of Invention for this "FLUID-MOBILE" which already has some Patent protection under International Grant #3, 714, 731. Benson's self-published works extensively explains all the "mathematics" and "physics" attending such phenomenon of ALL NATURE as "gravity control". Benson felt ORDAINED by GOD to do this important work of ARAM CHURCHE with the intention of SELF EMPLOYMENT Profit Motive along with the intent of SEEING TO IT THAT ALL PEOPLE HAVE ACCESS TO SUCH KNOWLEDGE.

While still functioning as Advanced Mobility Associates and serving as President of Generic Systems Incorporated whose Board of Directors accepted the Exclusive Marketing Rights of a foreign Invention Patented within the U.S.A. as a fishing device led to bank borrowing to finance importation and marketing. Shortly following its U.S.A. introduction 20 U.S.A. manufacturers blatantly copied the import and with the Benson family securing the notes they were 'ruined' financially by cheats.

ATLANTEANS ORDER

o	o1	o2	o3	o4	o5	o6	o7	o8	9
1o	11	12	13	14	15	16	17	18	19
2o	21	22	23	24	25	26	27	28	29
3o	31	32	33	34	35	36	37	38	39
4o	41	42	43	44	45	46	47	48	49
5o	52	52	53	54	55	56	57	58	59
6o	61	62	63	64	65	66	67	68	69
7o	71	72	73	74	75	76	77	78	79
8o	81	82	83	84	85	86	87	88	89
9o	91	92	93	94	95	96	97	98	99

PRESENTDAY ORDER

o1	o2	o3	o4	o5	o6	o7	o8	o9	1o
11	12	13	14	15	16	17	18	19	2o
21	22	23	24	25	26	27	28	29	3o
31	32	33	34	35	36	37	38	39	4o
41	42	43	44	45	46	47	48	49	5o
51	52	53	54	55	56	57	58	59	6o
61	62	63	64	65	66	67	68	69	7o
71	72	73	74	75	76	77	78	79	8o
81	82	83	84	85	86	87	88	89	9o
91	92	93	94	95	96	97	98	99	1oo

100% = BINNATUS("binary") system of "IDENTICAL-BITS" are shown in 'series-order' of display of SIMPLE KODING "graphics" of what we could now term ALETTERS & NUHMBERS symbols of 5+5 per ROW knowing that 123456789o = o123456789 in either-direction LEFT-to-RIGHT & "DIAGONALLY" or DOWN-to-UP & UP-to-DOWN if MIRRORED(100%) for such "graphics-display as shown above.

ATLANTEANS ORDER shows ACENTER(66 "A Center") 4+4 "BOLD-FACE SYMBOLS" sum to read 396 and T+H+E (3+3 = 6) x M+E+T+R+I+A(66) = 396 = "The Meter" as 44 x 3x3 = 44 x 9 = 396. Note that of the RIGHT-HAND vertical row that o9 x 99 = 891 and 1 / 891 = .oo112233445566778899 'Arabic-Numerals' in 'paired-sets' while 1 / 98o.1 = .oo1o2o3o4o5o6o7o8o9o 'Arabic-Numerals' while similarly 1 / 81o.ooooo74 = .o123456789 'Arabic-Numerals' in 'serial-order' of A+L+L(1+12+12 = 25 = 5x5) & N+A+T+U+R(7+4 = 1+1 = 2) x E(5) = 5+5 the 'graphic-symbol' 55 shown at the intersection of 2 "DIAGONALS" of either ASQUARRE("A Square") display above within such 9x9 symbols 'cornered' by 11 , 19 , 91 & 99 "graphic-symbols" & 9x9 = 81 = 18(Ra = R x 1) MIRRORED(100%).

5 - 5 = Azero(o Symbol since 0 = 15th-of-series in ALETTERS order of 22 ALPHABETUMA 100%)
 5 / 5 = 1 (1 + Azero + Azero = 100% = 1) Note: 5 / 5 = .5 + .5
 5 + 5 = 1 + Azero = 100% = A+C+E+N+T+E+R+U+M while A+C+E+N+T+E+R = 66 = 2 x 33 = 2ø
 5 x 5 = 5² = 25 = A+L+L(1+12+12 = 25) while S+E+A(25) and L+E+V+E+L(55)

#1 SPECIFIC-GRAVITY H₂O STANDARDS 100% at 'maximum-density' at 396o "MILES" ELEVATION of EARTH'S CELESTIAL-VERTICAL STANDARDS showing OUR-EARTH 100% PERIPHERE("circumference") = 25ooo "MILES" ARC.

.5 x 25 = 12.5 ARC of C+I+R+C+U+L(66) x .E(.5) = 33(3+3 = ø =  symbol) STANDARDS 100% of S+P+H+E+R(66) x .E(.5) of a "hemisphere" having 3.96 RADIA Constant and 3.96 x 33 equals its 13o.68 "CUBIC-VOLUME" of such "half-sphere" having ARC 12.5 which ARC x 63.36% = 3.96x2 DIAMETTRIA (100% "diameter") of such CURCUL x .E STANDARDS(1 + Azero + Azero = "unit" 100%). 25 ARC of 36o° ANGLE "circumference" x 31.68% = 7.92 DIAMETTRIA as 12.5 x .6336 = 7.92 and then know that 1 / .3168 = 3.156 565 656 ratio which x DIAMETTRIA of 7.92 = 25 PERIPHERE of CIRCUL(66 "circle") of 36o° ANGLE ARC "circumference".

NOWHERE WITHIN THIS SIMPLE ORDER OF ALL NATURE can one find what we erroneously now use as the 3.141 592 653 589 793 462 743 383 279 5o2 884 197 169 399 375 1o5 82o 74+ ... "PI-RATIO"(π) as 3.141 592 653 = "PI-RATIO"(π) commonly used at such 5+5 places to the right of the decimal-point.

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